

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY

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In the Matter of:	:	
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MAJOR MARINE ACCIDENT	:	
COLLISION JAPANESE FISHERIES	:	NTSB Project ID
TRAINING VESSEL EHIME MARU AND	:	No. 51701
U.S. NAVY NUCLEAR ATTACK	:	DCA01MM022
SUBMARINE USS GREENEVILLE	:	
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Wednesday,
February 21, 2001

Interview SENIOR CHIEF COFFMAN.

BEFORE:

TOM ROTH-ROFFY, NTSB
BILL WOODY, NTSB
LT. CHARLIE JOHNSON, USCG
LCDR RICH SANTOMAURO, USN
CAPTAIN TOM KYLE, SUBPAC
LLTJG KEN KUSANO, USCG

TABLE OF CONTENTS

WITNESS:	ROTH-ROFFY	WOODY	JOHNSON	SANTOMAURO
MMCS COFFMAN	4	7 & 24	14	30

1 I N T E R V I E W O F
2 SENIOR CHIEF COFFMAN
3 (2001)

4 MR. ROTH-ROFFY: It is 2001 and we're here to
5 interview Senior Chief Coffman of the Greeneville.

6 Good afternoon, Senior Chief. My name is Tom
7 Roth-Roffy, and I'm an Investigator with the National
8 Transportation Safety Board. I and several other
9 investigators are here to investigate the accident that
10 occurred between the USS Greeneville and the fishing
11 vessel Ehime Maru that occurred on February 9, 2001.

12 For your information, the Safety Board is the
13 federal government agency responsible for investigating
14 transportation accidents that occur in the United
15 States.

16 The purpose of the Safety Board's
17 investigation is to determine the cause of an accident
18 and to make recommendations aimed at preventing the
19 reoccurrence of similar accidents, accidents.

20 In our investigation, we make no effort to
21 assign blame for the accident, nor do we have any legal
22 authority to penalize any person involved in the
23 accident.

24 Our investigation is strictly safety

1 investigation and not a legal investigation.

2 If you desire, you may have somebody help you
3 with this interview. Do you feel that you need
4 somebody, or could you make it through on your own?

5 MMCS COFFMAN: I think I'll make it.

6 MR. ROTH-ROFFY: Okay. It's just a
7 formality.

8 Also joining me in the interview will be
9 representatives from the United States Coast Guard and
10 the U.S. Navy and I ask that they introduce themselves
11 at this time.

12 MR. WOODY: Bill Woody, NTSB.

13 LT. JOHNSON: Lieutenant Charlie Johnson,
14 United States Coast Guard.

15 LCDR SANTOMAURO: Lieutenant-Commander
16 Santomauro, SUBPAC.

17 CAPTAIN KYLE: And also Captain Tom Kyle from
18 SUBPAC.

19 LTJG KUSANO: LTJG Ken Kusano, United States
20 Coast Guard.

21 BY MR. ROTH-ROFFY:

22 Q Okay. With that, what I'd like, sir, is if
23 you'd give a summary of your activities in general
24 terms from the time the reporters boarded the vessel of
25 the submarine in the morning until the time of the

1 collision.

2 I understand some of our other investigators
3 have talked to you about a search and rescue operation.

4 A That's right.

5 Q So we don't need to hear that again. But, if
6 you would tell us, in general terms, what you did.

7 A Well, we got underway. It was easy in the
8 lane in the morning. We took our passengers on board,
9 got underway.

10 Toward the afternoon, we were getting ready
11 to head back, so we wanted to show how the ship does
12 angles and dangles. The thing we always do in the end
13 is we do an emergency blow.

14 So, for that, I was -- again, everything was
15 going fairly smooth. I had just been throughout the
16 ship to inspect the ship after we'd done some angles
17 and dangles and made sure everything was stowed well to
18 get ready to do the emergency blow.

19 And then went to -- I had just passed the
20 board room and was sitting in the crews mess. We
21 commenced the emergency blow. And I was still in crews
22 mess, because that's where I would normally be. If we
23 had a casualty, I would go to crews mess to coordinate
24 efforts after making a trip to the ship to make sure
25 there was no casualties that weren't being dealt with.

1 And we heard what sounded like a loud bang of
2 real -- a worst case of bow plane slapping water that I
3 had ever heard. And I was at that point, when we heard
4 the noise, it wasn't anything devastating. It was like
5 a case of bow plane slapping.

6 Then, the next thing I heard was Chief of
7 Boat to Control. I went to Control. I believe Control
8 is where, once I got there, the Captain had raised the
9 scope, and I believe that's when I seen the ship was
10 sinking through the 'perivase' over by the F2s.

11 And then, after I'd seen that, like I told
12 the last gentleman, I was probably there for two
13 minutes, but it seemed like I was maybe there ten
14 seconds.

15 Because, after that, I was out going from the
16 bow back to the ship because there was reported leakage
17 on the shaft. The Machinist's Mate Chief was back
18 there. They had manned the phones already and they had
19 gone on secondary shaft seals and there was no leakage.

20 I proceeded back to crews mess where
21 basically the whole story I told the gentleman on the
22 rescue and survival story took place. And that was my
23 dealings with.

24 Q Okay, very good. Could you please tell us
25 what your duties and responsibilities are on board the

1 Greeneville?

2 A I'm the Senior Enlisted Advisor on board to
3 the Captain. So anything that has to do with the
4 enlisted men, I report to him directly.

5 Obviously, anybody that has worked on
6 submarines in the past knows that you deal with an XO
7 and a CO. But, if it's a real, if it's a personnel
8 problem, I deal directly with the CO. That's my job on
9 board.

10 Q Do you stand any watches on board?

11 A I stand diving officers, a watch. The watch
12 that Chief Streyle was standing on this day.

13 MR. ROTH-ROFFY: Okay, I'd like to pass the
14 mike to Bill Woody.

15 BY MR. WOODY:

16 Q Could you tell us about the watch bills on
17 the ship, the type of watches stood? I'm not going to
18 say all the types, but the watch regime -- six hours
19 on, off, and how the watch bill is put together,
20 particularly for a day like this where there's crew
21 left ashore?

22 A If we leave guys ashore, the watch obviously
23 gets modified to lessen the number of people we have on
24 board. So, on that day, we had a two-section watch
25 bill, basically, for a morning and an afternoon watch.

1 The nukes had maintained a three-section
2 watch because once we got back into port, they would
3 have had to shut down.

4 Q So they were the only ones who were not
5 short-handed? Essentially?

6 A Short-handed would have been if we had had to
7 stand another watch that day, which we did. And,
8 again, the watch bill got modified after the collision
9 to --

10 Q Perhaps -- I didn't mean to use the term
11 "short-handed" but the nukes, what I'm understanding is
12 they're still out on a 3/6 watch. They need to go 24
13 hours.

14 Would it always be that way?

15 A Yes, because on a nuclear-powered submarine,
16 you're always going to have -- once you get in port,
17 you've got four or five hours to shut down the reactor.

18 So, once we come back in port, those guys
19 would remain on watch until the reactor is shut down.

20 Q I see. Okay.

21 A Whereas, the guys that were two-section, once
22 we pull back into port, if they don't have duty, they
23 leave the ship.

24 Q And of the two sections, would that have been
25 the in port watch and return to port -- would have been

1 in those two sections?

2 A No, it was just various people we picked,
3 actually, that were going, that we picked to go to sea
4 that day.

5 Q And the people continue with the watch after
6 the ship came in, hypothetically, if it came in that
7 day, the in port section would have been all on board?
8 Or would they have come back over the shore?

9 A If there was -- and I'm not for sure that
10 there weren't guys on board that had duty when we
11 pulled in. We tried to minimize that. But, the guys,
12 if they're on board, they'll -- if we had guys on board
13 that had duty that day, they would have a watch when we
14 pulled in. And then they would get rest.

15 Whereas, the guys that were in port that knew
16 they had the duty, they'd come out and take the actual
17 in port duty section, those guys would take the watch
18 once they were on board.

19 Q When you put together a watch bill which
20 involves leaving some people ashore, how do you
21 organize that?

22 A It can go a couple of ways. Sometimes, it's
23 just the inputs and who the Chief, you know:

24 Who do we want to give a good deal to today,
25 you know. We're going to go to sea for a day, so who

1 do you need to go get underway and go to sea?

2 And it takes more -- I sometimes have to pick
3 more bodies just for the simple fact to get the ship
4 from the pier to the sea and the maneuvering watch
5 takes bodies. You know, line handlers, guys in
6 control, a piloting party.

7 So I have to -- sometimes, they may give me
8 four guys and I need five. So that's just the guy I
9 say, "Okay, this guy's going. Okay, he goes."

10 So that's how it goes.

11 Q I can understand that watch standing on a
12 submarine would be rather complex. Like you say, you
13 have line handlers aboard.

14 Who makes the decision about who will be the
15 line handlers? Is that your decision, or do the people
16 nominate the people for being line handlers? Or, how
17 does that work?

18 A I pick them. And, again, you have so few
19 people on submarines, the key people I've got to pick
20 is this line supervisor. And he's the guy with the
21 experience that tells the kid:

22 "Don't put your hand behind the cleat and get
23 your hand smashed."

24 So I sometimes have guys that have only went
25 through some sort of hands-on training on board while

1 he's actually being a maneuvering watch guy.

2 I mean we don't have guys that walk on board
3 that are bosom's mates that know how to handle lines.
4 So I could have a nuke. I could have an ET. I could
5 have anybody as a line handler.

6 Q Would these names of these people be given to
7 you by their respective departments, or division
8 officers, or relieved petty officers?

9 A Line handlers I would pick myself.

10 Q Pick yourself.

11 A And that's after I've set the watches that,
12 you know, take qualified guys to stand -- you know, I
13 can't put a seaman in fire control. I can't put a guy
14 that's not qualified in anything on the helm.

15 The guys that drives the helm on the way out
16 -- and this is in the past, the Captain interviews that
17 guy as a maneuvering watch helmsman, because he's the
18 guy -- some people just have problems with, you know,
19 repeat backs that happen so quick on maneuvering watch.

20 So that guy is picked as a guy that, you
21 know, inputs and outputs data to the con as a helmsman.

22 So that guy is normally two guys I have to pick from.

23 We keep one guy in reserve, one guy that does that
24 job.

25 Q In the course of our questions, we've become

1 aware that there was an unqualified person on watch in
2 the sonar.

3 Could you comment on how that occurred?

4 A Normally, with the sonar men, they have four
5 people with a supervisor in sonar. And, in the past,
6 this fourth operator that goes in the sonar is
7 supervised -- for anybody that's unqualified, he's
8 supervised by the sonar supervisor. He's just --
9 that's his over-instruction guy.

10 It's what we call -- he's in charge of the
11 UI, under instruction guy. So that's normally the way
12 that works, is the sonar supervisor is the over-
13 instruction guy for the guy that's not qualified.

14 Q Okay. And that's been the normal practice on
15 Greeneville?

16 A It's been the normal practice on the last
17 three submarines I've been on -- the Kitauro, Columbus,
18 Greeneville.

19 Q Is there for any one day like the day on the
20 9th, is there any kind of single piece of paper list of
21 all the watches and assignments of people for that day?

22 A Yes, a watch bill was provided. The watch
23 bill, the original watch bill that I had that day was
24 given to our ship's yeoman to type up a list of names
25 that were to be interviewed the day we pulled in.

1 I haven't seen that watch bill since. I've
2 searched high and low for it. And the only reason I
3 was concerned with finding that particular watch bill
4 is after the accident, I had to go in and modify the
5 watch bill to take, as I told the other guys, take
6 swimmers out of the assigned watch bills so I could
7 have them rested in case during the search and rescue
8 we found bodies.

9 Those guys weren't, you know, up standing
10 watched and fatigued and tired, to be able to go in the
11 water and rescue them.

12 So that's why -- I don't know where that
13 watch bill is. I've asked a number of people, and I
14 don't know where it's at. So I can't give you the
15 assigned watch bill by the NAV gear, the chop, the
16 weapons officer, the XO and the Captain and myself for
17 that -- for the time of the accident.

18 Q Would it be possible to reconstruct the watch
19 bill? And I mean up to a point?

20 A And I think the people you've interviewed
21 right there tell you who was on watch. And I mean
22 those people didn't change. The only thing that really
23 changed was the divers coming off the watch bill.

24 Q Okay.

25 A So whoever you've interviewed were the people

1 who were assigned to stand watch that day.

2 MR. WOODY: I think that's all the questions
3 I have.

4 BY LT. JOHNSON:

5 Q How are you doing, Senior?

6 A Good.

7 Q Lieutenant Johnson, U.S. Coast Guard. I only
8 have a couple of questions. Mr. Woody actually covered
9 a lot of the grounds that I was thinking.

10 Based on your experience with this particular
11 Commanding Officer and crew, can you comment on the
12 crew's ability or freedoms to maybe speak up, and if
13 they have a disagreement with the Captain or a problem
14 with the Captain or an issue?

15 Would you care to comment on that?

16 A Certainly. This isn't the first time we were
17 ever picked to do this. We were picked to do this
18 because we're pretty darned good at it. And the crew,
19 the Captain has always been open to -- if somebody
20 makes a suggestion or says, "Hey, this is a better
21 way," whatever, I mean he listens.

22 He was a -- he wasn't the kind of guy that
23 was -- hie wasn't the Captain that goes, "Hey, I don't
24 care what you think. Or, I don't care what you want to
25 do. This is the way we're doing it."

1 He was always open too -- he was always good
2 to the crew, everything he ever did on that ship was
3 for the crew. The same with the XO. That's just the
4 way that ship has been since I've been there.

5 I mean I inherited a gold mine basically
6 going to the Greeneville. I was supposed to go to the
7 Cheyenne, which I don't want to be there now. But,
8 when I got to Greeneville, I was like, man, this is the
9 greatest place to be in the world.

10 I mean the crew is well-trained. They're
11 good guys. We take care of them guys.

12 So, to answer your question, I don't think
13 anybody on board would be afraid to walk up to the
14 Captain in the stateroom and say: This is what I
15 think.

16 Q Okay.

17 A And he wouldn't be persecuted for doing it by
18 his LPO or anybody else, me, which you know, that would
19 be -- if anybody was going to be upset about going up
20 and talking to the Captain, you know, and not going
21 through me, that would be me.

22 Q Right.

23 A But, we don't work that way. We get along
24 and everybody's input is worth something.

25 Q Yes. Now I want to specifically ask your

1 opinion, and I can understand, the record understands,
2 this is just your opinions and your observations.
3 Probably, you're the most senior enlisted man on the
4 boat and you've got a lot of experience, and
5 particularly with regards to Petty Officer Seacrest,
6 his watch standing performance.

7 Have you stood watches with Petty Officer
8 Seacrest before?

9 A Yes.

10 Q Can you kind of characterize his watch-
11 standing performance, your opinions of it?

12 A Well, as the dive and being a torpedo, you
13 know, you would think that a torpedo guy knows
14 something about fire control.. But, you know, all we
15 do is shove torpedoes into, so I don't know a lot about
16 fire control, to be honest with you.

17 As far as watch standing, when I was in
18 control, whether it was just because it was me in
19 control or, you know, the intimidation factor, that
20 Coff's in control, I never had a problem with him.

21 I'd never seen him, you know, he provided the
22 data that I understood him to provide to the OD. I
23 mean, to the best of my ability, he was given what he
24 needed. And if he didn't, I wouldn't know, to be
25 honest with you.

1 But, as far as a professional watch stander,
2 around me, he was never disrespectful to anybody. I
3 mean I've seen guys years ago that were disrespectful
4 to the OD. When I was a kid, we were -- I mean a
5 different Navy and all that, but we sometimes got out
6 of the box.

7 But, I've never seen any kind of attitude
8 like that with any of the watch standers in control --
9 at least when I'm there.

10 Q How about his performance in general?

11 A He's done a great job. As soon as he got to
12 the boat, he took over Career Counselor and did a
13 fantastic job. His Chief had family problems when we
14 went on an EASTPAC over towards South America doing
15 some ops over there.

16 And he picked up the slack and ran the
17 division. He was brand-new. And the division did well
18 with him. We had a senior chief riding us from
19 squadron but, you know, he was just the rider and the
20 overseer whereas Seacrest was basically running the
21 division.

22 Q In your opinion, and once again having done a
23 tremendous amount of these, what effect, if any, does
24 the presence of the VIPs on board a submarine have on
25 the crew and their watch standing attentiveness?

1 It is obviously your opinion there, Coff.

2 A Yes, sir. Well, like I say, having done a
3 number of them plus midshipmen ops where we take 28-30
4 guys to sea at a time, I mean you can throw it in the
5 same aspect as having midshipmen on board.

6 They're no different than a civilian.

7 Q Right.

8 A They don't know anything. They've been to
9 the school for maybe a year. Whether they've been to
10 sea or not is yes or no sometimes. But, it's normally
11 the first ride they get is they've rode a surface ship
12 and come to the submarine.

13 We know what they can do and we know what
14 they can't do, so we compensate accordingly. You know,
15 we don't let -- obviously, we don't let them say, okay,
16 you're now a new helmsman on board. That's not the way
17 it is.

18 If anybody's in that chair or in a position,
19 somebody's watching them, somebody that's qualified
20 that watch is watching them. That's normal operating
21 procedure for any kind of -- anybody embarking a
22 submarine, even if it's another submarine guy.

23 He just doesn't walk in and say you're
24 automatically, you know, because you came from the USS
25 Columbus, same class of ship, you're now the diving

1 officer of the watch.

2 Just there's a qualification process that has
3 to happen.

4 Q My question I think, Senior, is more geared
5 toward does the crew appear -- I understand it when you
6 go out on a mission with a submarine. You get geared
7 up for that mission. You go out and do business
8 because you're doing the country's business.

9 When your business for the day is to go out
10 with a bunch of civilians and take them on an amusement
11 park ride, so to speak, show them and thrill them and
12 all that, in your opinion, does that affect the
13 attentiveness of your watch standards in the technical
14 arena any?

15 Do they back off in the prosecution of their
16 contacts in jobs, or do they pretty much do it the same
17 way all the time, regardless of the mission?

18 A Well, my personal opinion is, when we went
19 out on Friday, that is a part of our job. I mean we've
20 been doing it as part of our job.

21 Did a distraction happen in control over
22 February 9? I wasn't there. I don't know. I don't
23 think, normally, when I'm in control and I have guests
24 or VIPs or midshipmen or whoever, it doesn't -- it
25 doesn't affect the crew because they know there's one

1 thing that has to happen.

2 And that is that submarine has to go through
3 the water whether it's above or below the surface, and
4 it has to be operated properly.

5 That's my opinion -- of the Greeneville and
6 every submarine I've ever been on. Guys know that our
7 job is inherently dangerous and they just can't go off
8 there and screw off just because it's a VIP cruise or a
9 midshipmen cruise.

10 You just can't do it because, you don't want
11 to put people who are riding, their life on their line.

12 Your life is on the line, too.

13 So, if you do something, you know, that is
14 other than what you're supposed to be doing, you're
15 doing the wrong thing. And they know that.

16 LT. JOHNSON: I don't have any other
17 questions. Commander?

18 BY LCDR. SANTOMAURO:

19 Q About how many emergency blows do you think
20 you've done in your career?

21 A In my career? A hundred --

22 Q You can use your feet.

23 A A hundred.

24 Q Quite a bit. How many do you think you've
25 done right here off the Island of Oahu?

1 A Other than the 'Sassebel' in San Diego, I've
2 been stationed on two -- three boats out here. So I
3 would guess a third of them.

4 Q So you did quite a few of them.

5 Any of them nine miles from land? Most of
6 them?

7 A I don't know where we did them, sir. Like I
8 say, I stand dive or I would, in those years, stand in
9 torpedo room watch. So I couldn't have told you if we
10 were setting out there in the harbor or a hundred miles
11 out.

12 Q Let me ask you a diving question then. When
13 you submerge the ship after you go out and the scope
14 finally goes under, does the diving officer mark his
15 depth just about every time?

16 A When the scope goes under?

17 Q Yes.

18 A It's never been common practice on a ship
19 that I've been on, but the Officer of Deck then scopes
20 under and you glance. The Officer of Deck scopes under
21 but I've never repeated back myself "six-zero feet" or
22 whatever it is when the scope goes under.

23 LCDR SANTOMAURO: That's all the questions I
24 have for you. Thanks.

25 QUESTION: How are you doing. I don't think

1 my question's really fair but I kind of want to get
2 your opinion on a different angle here.

3 You mentioned that the boat's pretty.
4 They're pretty darned good at it, done it many times.

5 Do you think being too good can be a bad
6 thing?

7 ANSWER: Too good?

8 QUESTION: I guess what I'm saying is where
9 people start depending on each other so much.

10 ANSWER: They become complacent? No, I don't
11 think you can do that on a submarine and operate. I
12 don't think you can become complacent.

13 People see it before. Before somebody
14 becomes complacent, somebody will see that before it
15 happens. And when it happens, then the guy gets
16 corrected, "Hey."

17 Yes, you might -- it's just if we're blowing
18 the sanitaries and the guy walks up and says I'm ready
19 to blow sanitaries:

20 "Well, use the book. Well, then you ain't
21 ready because now you're complacent. You think that
22 you can go blow sanitaries every time without the book
23 because you've done it a hundred times."

24 Well, that's not the way we do business. We
25 blow sanitaries, it requires the guy to use procedure

1 to do that. Everything we do almost has a procedure to
2 do it, except for maybe flushing the toilet.

3 And there's probably one for that --
4 (Laughter.)

5 There should be.

6 QUESTION: So where would you say would be
7 the easiest place for procedure to break down? Is it
8 at the low end, the most junior person, or the most
9 senior person?

10 ANSWER: I would say it's probably the most
11 junior guy that's just been qualified would be a place
12 that something would break down because that guy,
13 regardless of what kind of qualifications you put on a
14 guy, sooner or later, he's got to get in this chair and
15 do that job.

16 So I mean he probably, well, obviously, he's
17 the guy who has the least amount of knowledge of
18 anybody that sits in that chair, if he's the newly-
19 qualified guy.

20 But, if he's qualified, he had the knowledge
21 to sit in that chair, or he wouldn't get qualified.

22 QUESTION: That's all I have.

23 MMCS COFFMAN: You guys don't want to hear my
24 85 degree on the bar-bell?

25 A PARTICIPANT: I know about that because I

1 was on the Bone Fish and it was a case study for us.

2 Don't do it.

3 MR. ROTH-ROFFY: I think we'll leave that one
4 for off the record, not that we're not interested now.

5 I'll go ahead and let Bill Woody finish up.

6 BY MR. WOODY:

7 Q Okay. We always have some personal questions
8 of everyone we interview. And your Executive Officer
9 brought a form of this year's 72-hour history. And I
10 know you were not on our original list, but if you
11 could find one of those forms and fill it out -- matter
12 of fact, I'll get one out in a few minutes and show it
13 to you.

14 It has a little thing on the bottom that
15 shows a little graph. And what it does, it lists the
16 things you did for the last 72 hours.

17 If you remember them pretty well, the 72
18 hours before you went to sea. Starting like Tuesday or
19 Wednesday, if you can remember about what you were
20 doing, you can just take it here.

21 A Well, I probably have the worst memory of
22 anybody. But, I --

23 Q The ship was in port.

24 A The ship was in port so a normal day for me,
25 I get up at 3:30. I go run, work out. Then I come to

1 the gym and I work out with the guys at the gym at
2 6:30.

3 And then I'm at work. And then I go home
4 around 1600-1700 on a normal day.

5 Q How long is the workout at the gym, the 6:30
6 workout at the gym?

7 A Me?

8 Q Yes.

9 A It usually lasts with the crew -- I'm
10 guessing -- half hour, forty-five minutes. Then we
11 muster at 0800 on the ship. And do CPO call, muster
12 the crew and the day starts.

13 But, we didn't do that on the day.

14 Q Of course, I understand --

15 A It was an early day.

16 Q That's what you're doing throughout the week.

17 A Yes, sir.

18 Q What time do you go to bed at night,
19 normally?

20 A Me?

21 Q Uh-hum.

22 A Well, I'm on the couch by 8. Maybe, 9 I
23 slide off. But, definitely by 10, I'm in bed.

24 Q That means that you're getting something like
25 five hours and a half -- five and a half hours of sleep

1 at night?

2 A That's about all I've ever slept my whole
3 life.

4 Q Is that right?

5 A Yes, sir. I lived on a farm. Dad said
6 sleeping was a bad habit.

7 Q On the day of the accident -- the night, like
8 you got up at 3:30 as usual?

9 A Yes, sir.

10 Q And what did you do then? Came to the boat
11 at what time?

12 A Did a short workout, then I came to the boat.
13 I don't even remember what time the underway was.
14 Like 6 I believe we mustered the crews. So, I was
15 there by 6.

16 Q By 6, okay. You say you work out. You get
17 up at 3 o'clock in the morning. So what time are you
18 actually working out?

19 A Oh, by 4 o'clock, I do a little -- I lift
20 weights, do some calisthenics in the house. And then I
21 run about four miles.

22 MR. WOODY: Okay. I think the last thing,
23 make sure of your first name and middle initial?

24 MMCS COFFMAN: Yes, sir. Douglas, my first
25 name, one "s". And middle name is Lloyd, L-l-o-y-d.

1 MR. WOODY: And your age?

2 MMCS COFFMAN: Forty-one.

3 MR. WOODY: Height and weight?

4 MMCS COFFMAN: Height, 5'8", weight - 185.

5 MR. WOODY: And your health is -- how would
6 you describe your health?

7 MMCS COFFMAN: Pretty darned good.

8 MR. WOODY: Pretty darned good. I think I
9 can take Master Chief.

10 (Laughter.)

11 MR. WOODY: Are you on any medication
12 prescribed by a physician?

13 MMCS COFFMAN: No, sir. Probably ought to be
14 but...

15 MR. WOODY: Or what?

16 MMCS COFFMAN: Being on a submarine.

17 MR. WOODY: Do you take any self-medications
18 such as aspirin and cold medicine, things like that?

19 MMCS COFFMAN: Occasional aspirin for a
20 headache or something, but not very often. I don't get
21 headaches that often.

22 MR. WOODY: Do you wear glasses?

23 MMCS COFFMAN: No, sir. Used to.

24 MR. WOODY: Used to wear glasses. Do you
25 wear contacts?

1 MMCS COFFMAN: No, sir. I don't have to wear
2 them at all any more.

3 MR. WOODY: Your eyes have just improved to
4 where you don't have to wear glasses?

5 MMCS COFFMAN: Yes, sir.

6 MR. WOODY: Can you read all right without
7 glasses?

8 MMCS COFFMAN: Yes, sir. For a torpedoman.

9 (Laughter.)

10 MR. WOODY: We ask about highs and lows now.
11 Anything that was depressing or any sadness in your
12 life? Any unfortunate events? And was there anything
13 that was particularly exhilarating, real, good, great
14 news?

15 MMCS COFFMAN: No, pretty normal week.

16 MR. WOODY: Let's go back a month, last
17 month.

18 MMCS COFFMAN: Nothing lately. Nothing big
19 has happened lately.

20 MR. WOODY: I think that's all the questions
21 that I have.

22 MR. ROTH-ROFFY: Okay. There being no
23 further questions, the time is now 1656. And that will
24 conclude our interview with Senior Chief Coffman.

25 (TAPE CONCLUDED.)